

# NEW-YORK DAILY TRIBUNE, SATURDAY, JUNE 7, 1851.

the "History and Recent Collation of the English Bible."

This paper was a series of extracts from a forthcoming Report of a Committee appointed by the American Bible Society, for the purpose of collating and reducing to a uniform standard the several English versions of the Bible. The work has been in progress for upward of three years, under the superintendence of Revs. Dr. Robinson, Dr. Verney, and other Divines in this country, and the result of their labors has been the preparation of new plates, from which the Bible Society propose issuing a new and standard edition. The Report of the Committee will be published in a few days, and these bearing a complete and accurate history of the Version and of the errors and discrepancies which have occurred since the issue of the original King James' of 1611, will follow that volume.

On motion of Mr. Moore, the Society adjourned over for the Summer. The session will be resumed on the first Tuesday of October.

Mr. W. B. TAYLOR of the New-York Post-Office will read a paper at the October meeting on the "History of the New-York Post-Office and Postal Arrangements."

## Lake Superior Items.

We glean from the *Lake Superior Journal* of May 28 the following items of intelligence:

The Ironmines are doing well. Messrs. Eaton & Co., of the great iron works, have now 150 tons of blooms issued since December. They are now using four fires and are making about twenty tons of bloom iron per week. They have on hand ready for the forges, from 1,500 to 2,000 tons of ore, 5,000 bushels of coal, and a large amount of wool and timber for carrying forward their works. After a few weeks they may have to move more fires going and make about thirty tons per week. Contrary to their expectations, as they have gone deeper into the iron belt or ledges, they find the iron more easily obtained and the quality has improved, and both as to quantity and quality this deposit of iron is truly astonishing.

The Marquette Iron Company have ready for shipment about 150 tons of blooms and a large stock of materials on hand.

Mr. Burt has completed his survey of a route for a plank or a railroad from the Iron Mountain to the lake, and has made arrangements to have it completed. This road will accommodate all the companies and facilitate business and add vastly to the value of the mines of iron, and every interest calls for its speedy completion.

The news from the copper mines is equally favorable. The *Journal* states that several lots of copper came down on the Manhattan on May 26th—13 tons from the Cliff, 15 tons from the North American, and 15 tons from the West American. Among the miners were several from the Cliff weighing over 4,600 lbs. and all the copper looks very clear from rock and uncommonly pure.

The North-west Company, during the past Winter, has sunk three shafts, each 66 feet in depth, and have extended the drift on the vein 230 feet, which has connected the three shafts, and has well ventilated the mine for working this season. They have to drive the bottom drift 120 feet further, in order to intersect the northern shaft, which will take about three months' work. This being completed, they will have a good drift to the surface, 600 ft. and 60 feet deep. The appearance of the vein through the drift is very satisfactory, and promises to us a large amount of copper this season. The average number of men employed by the Company during the past Winter has been 122. The number of tons of copper taken out of the mine, up to the first of May, is about 120. They have 190 tons ready for shipment—copper at the mine and stamp work about 20 tons. The Company have in contemplation a plank road to their saw-mill and stamp works, and the distance is so short that there is abundant water to dell their stamping.

An effort is now being made to open a road from Oshkosh to the Wisconsin River. A public meeting of citizens of the Otonagon district was held at the Minnominne on the 1st of March, when the importance of such road was discussed, and a subscription was raised of \$550 to make out and cut a road through to the nearest settlement and travel road on the Wisconsin.

A party, consisting of Messrs. Joseph Bohem, R. Parker and son, and two Indian packers, started from the village of Madeline on the 1st of April, accompanied by their wives, and reached the snow-shoe junction, through the perfectly wild and trackless region between the settled portions of Wisconsin and Lake Superior. When they left the Otonagon the snow was about three feet deep, but it was more abundant as they proceeded south, and in some places near Lake Vieit Desert, it was over six feet deep.

They took a straight course to that lake, marking the trees, or blazing them, as they went. The distance to this lake is about 80 miles, and the country is represented as well timbered and favorable for farming purposes, but as there were many streams to be crossed on the route, these would have to be bridged at considerable expense.

At Lake Vieit Desert, their two Indian packers and guides, not finding the band of Indians there of whom they expected to make inquiries as to the route, became disengaged, and these resolute men, nothing daunted by the hardships evidently before them, in their further entrance into the unknown wilderness, shouldered their packs of provisions and blankets, and started on their journey.

They took a due south course from Vieit Desert, along the high road, and crossed streams running both to the east and the west. At one time, being in doubt as to the "make" of the band before them, they found the highest ground, and sent a runner to Houghtaling's, a small post town, to inquire if any Indians were to be met with in the surrounding country. Mr. Houghtaling's received the report from the top of the tree, as one of the finest spectacles he ever saw in his life. The day was clear and beautiful, and he could see distinctly the country around for fifty miles. He could trace the outline of Lake Vieit Desert, the largest of a score within the range of his vision. He could follow the course of the beautiful Wisconsin to its rise among numerous small lakes to the northwest.

They reached the Wisconsin river at or near Big Bear, and followed it about 21 miles, and making a journey of about 300 miles, the country near the Wisconsin is beautifully timbered with pine, favorable for a road, and settlers are fast coming into this section of country, making it a favorable terminus for such a route. On the return of this party, 11 men, with 2 oxen of each, were put on the trail to cut out a wide road, that teams can cross this section from Wisconsin to Lake Superior. This the enterprising inhabitants of the Otonagon will be the first to have a wagon road cut to the settlements of another state.

**FOR LAKE SUPERIOR.**—Mr. Miller, the energetic Superintendent of Light-houses, called upon us yesterday, on his trip to the upper lakes, including Lake Superior, with supplies. The brig Boston has been engaged by him for that service, he will take her as far as Chicago, and leaving her there, will proceed to Lake Superior. (Detroit Advertiser, 3d.)

**New-York East Conference Appointments.**

**NEW-YORK EAST DISTRICT.**—N. Bangs, P. E.—New-York City, John St.; G. Brown, Madison; S. J. Foy, Fonthill; R. Jessop, Elmira; M. E. Bethel, J. H. Perry, Willett-st; W. K. Stofford, Allenst.; C. H. Whiteford, Asbury; J. L. Allen, S. C. Stofford, H. F. Pease, Nineth-st; E. E. Griswold, Southwark; M. L. Scudder, Twenty-seventh-st; J. J. Matthiass, Hedding Mission, Sixteenth-st; W. Silverthorn, East Chester and West Farms; D. De Veine, one to be supplied; New-Rochelle, V. Buck, Rye, W. F. Collins, S. W. Scofield, sup. King-st; J. O. Worth, Greenwich; C. C. Cobbs, J. A. Silcock, Stamford, and Roxbury and Ross Hill; W. Wildy, New Haven; P. W. Smith, S. W. King, New-Canaan; J. Shaw, Pound Ridge, M. N. Olmsted, Roswell-st; Marion's Church, H. Chase. He is a member of the Madison-st. Quarterly Conference.

John M. Pease, Agent for the American Colonization Society, is a member of the Madison-st. Quarterly Conference.

**LONG ISLAND DISTRICT.**—S. Lander, P. E.—Brooklyn; Sandst. J. W. Wood, Astor-st; J. Law Washington-st; J. Rawlins, Centenary Church, J. G. Chapman, J. Kenney, Charlton-st; N. White, Fleet-d. Curry, Washington-st, to be supplied; South Brooklyn Home Mission, S. H. Clarke, R. Seney, sup. Hick-st; G. S. Gilbert, East Brooklyn, J. Henson, Atlantic Dock, H. D. Latham, Eighteenth-st, G. Taylor, Graves End and New-Utrecht; B. Redford, Flatbush, T. H. Birch, Williamsburg; First Church, R. H. Lewis, North Fifth-st; E. S. Hebard, Green Point, E. O. Bates, South Fifth-st; B. C. Griggs, New York; W. C. Hoy, Bushwick, New-York; Newton J. Field, Astoria, W. M. F. Bangs, Flushing; A. S. Francis, North Hempstead; G. Hollis, one to be supplied; Huntington and Northport; H. Burton, J. M. Bladie, Smithtown, Wm. Godthorpe, Port-Jefferson; H. Battiford, Middle Island, to be supplied; River Head and James Port, D. Robinson, Southold and Cutchogue; S. A. Seaman, Green Port, A. M'Alister, Orient, M'Gibbons, Sag Harbor, J. A. Edmonds; Argent Mission, H. C. Glover, Bridgeport; E. C. Hall, New Haven; F. Smith, Good Ground, to be supplied; Westhampton and Montauk; P. Stoddard, Patchogue, F. W. Sizer, Huntington South, J. D. Bouton, Farmingdale, R. K. Reynolds, Hempstead, B. Goodsell, Rockaway, H. Blisted, Jamaica, S. Howland.

**NEW-HAVEN DISTRICT.**—H. Bangs, P. E.—New-Haven; First Church, W. H. Morris, St. John-st; J. E. Scarles, Third Church, to be supplied; Fair Haven, G. H. Hubbard, Milford, Lovell, Westville, Stratford, E. C. Miller, C. Silliman, sup. Stratford, M. Hill, Bridgeport; F. L. Jones, Fairfield Mission, W. W. Brewer, Southport, L. S. Weed, Westport Mission, Z. Davenport, Wilton, C. Stearns, W. A. Hill, Ridgefield, I. Abbott, Danbury, J. B. Merlin, B. Gilmer, and Long Ridge; C. Bartlett, J. B. Merlin, S. Weston, New Haven, and Chamberlain, S. W. Bangs; Pleasant Vale, to be supplied; Nichols and Daniels' Farms, Waterbury; Birmingham, T. G. Osborne, Brewster, and Ansonia, L. D. Nickerson, and Pinckney, Bridgeport, to be supplied; Southbury, L. D. Nickerson, and Naugatuck Mission, W. T. Cheshire and Prospect, C. Gorrie, A. S. Hill, sup. Guilford, B. Pillsbury, Madison, Geo. Stillman, Clinton, L. P. Perry, Westbrook, R. Codling, Essex, G. C. Creveley, Saybrook and Chester, to be supplied.

Haddam, S. H. Smith, Ponsett and Killingsworth, G. L. Fuller, North Madison and Higganum, D. Nash, Durham, W. Lawrence.

**HARTFORD DISTRICT.**—J. B. Stratton, P. E.—West University, A. G. Oma, President, a member of the Methodist General Conference, and Secretary, A. M. Reed, Minister, to be supplied; Hartford First Church to be supplied; Second Church, A. J. Cox, Windsor, Windham Locks and Putnam, H. N. Weed, Bloomfield, Simsbury, and West Hartford, G. S. Hale, Suffield, H. Camp, East Granby, to be supplied; West Granby, J. Peggi, Jr., Washington Hill and North Canton, G. Hinckle, Colebrook River, J. C. Adams, Hinchinockville and Glastonbury, J. W. Simpson, A. Busnell, sup. Pleasant Valley and New-Hartford; Weston, A. B. Pulling, Winsted, A. Nash, Goshen, D. Miller, Litchfield, C. L. Loring, and Newington, T. T. Moore, S. H. Flatt, Warren and Bantam Falls, D. W. Lounsbury, Wolcott, W. B. Hoyt, Plymouth and Watertown, T. B. Chandler, Woodbury, S. Rushmore, New-Milford and Northville, W. W. Miller, Gaylord's Bridge, R. Sherman, L. Conant, Brookfield and Southville, J. Sandford, Braxton and Forestville, W. H. Russell, Burlington, C. Brainerd, Farmington, C. Kellogg, New-Britain, and W. Wood, Newington, to be supplied; R. D. King, and to be supplied.

S. Meredith transferred North Ohio Conference.

**PROPOSED DATES OF SALINES.**

**PEOPLES-SALINE.**

**FRIDAY, MAY 28.**—**NEW YORK.**—**LIVERPOOL.**—The ship comprising the line to LIVERPOOL.—The ship comprising the line to NEW YORK.—**PACIFIC.** Capt. N. C. ATLANTIC, Capt. N. C. PACIFIC, Capt. C. C. COAST.

**THURSDAY, MAY 27.**—**NEW YORK.**—**PACIFIC.** Capt. N. C. ATLANTIC, Capt. N. C. PACIFIC, Capt. C. C. COAST.

**WEDNESDAY, MAY 26.**—**NEW YORK.**—**PACIFIC.** Capt. N. C. ATLANTIC, Capt. N. C. PACIFIC, Capt. C. C. COAST.

**TUESDAY, MAY 25.**—**NEW YORK.**—**PACIFIC.** Capt. N. C. ATLANTIC, Capt. N. C. PACIFIC, Capt. C. C. COAST.

**MONDAY, MAY 24.**—**NEW YORK.**—**PACIFIC.** Capt. N. C. ATLANTIC, Capt. N. C. PACIFIC, Capt. C. C. COAST.

**SUNDAY, MAY 23.**—**NEW YORK.**—**PACIFIC.** Capt. N. C. ATLANTIC, Capt. N. C. PACIFIC, Capt. C. C. COAST.

**FRIDAY, MAY 22.**—**NEW YORK.**—**PACIFIC.** Capt. N. C. ATLANTIC, Capt. N. C. PACIFIC, Capt. C. C. COAST.

**THURSDAY, MAY 21.**—**NEW YORK.**—**PACIFIC.** Capt. N. C. ATLANTIC, Capt. N. C. PACIFIC, Capt. C. C. COAST.

**WEDNESDAY, MAY 20.**—**NEW YORK.**—**PACIFIC.** Capt. N. C. ATLANTIC, Capt. N. C. PACIFIC, Capt. C. C. COAST.

**TUESDAY, MAY 19.**—**NEW YORK.**—**PACIFIC.** Capt. N. C. ATLANTIC, Capt. N. C. PACIFIC, Capt. C. C. COAST.

**MONDAY, MAY 18.**—**NEW YORK.**—**PACIFIC.** Capt. N. C. ATLANTIC, Capt. N. C. PACIFIC, Capt. C. C. COAST.

**SUNDAY, MAY 17.**—**NEW YORK.**—**PACIFIC.** Capt. N. C. ATLANTIC, Capt. N. C. PACIFIC, Capt. C. C. COAST.

**FRIDAY, MAY 16.**—**NEW YORK.**—**PACIFIC.** Capt. N. C. ATLANTIC, Capt. N. C. PACIFIC, Capt. C. C. COAST.

**THURSDAY, MAY 15.**—**NEW YORK.**—**PACIFIC.** Capt. N. C. ATLANTIC, Capt. N. C. PACIFIC, Capt. C. C. COAST.

**WEDNESDAY, MAY 14.**—**NEW YORK.**—**PACIFIC.** Capt. N. C. ATLANTIC, Capt. N. C. PACIFIC, Capt. C. C. COAST.

**TUESDAY, MAY 13.**—**NEW YORK.**—**PACIFIC.** Capt. N. C. ATLANTIC, Capt. N. C. PACIFIC, Capt. C. C. COAST.

**MONDAY, MAY 12.**—**NEW YORK.**—**PACIFIC.** Capt. N. C. ATLANTIC, Capt. N. C. PACIFIC, Capt. C. C. COAST.

**SUNDAY, MAY 11.**—**NEW YORK.**—**PACIFIC.** Capt. N. C. ATLANTIC, Capt. N. C. PACIFIC, Capt. C. C. COAST.

**FRIDAY, MAY 10.**—**NEW YORK.**—**PACIFIC.** Capt. N. C. ATLANTIC, Capt. N. C. PACIFIC, Capt. C. C. COAST.

**THURSDAY, MAY 9.**—**NEW YORK.**—**PACIFIC.** Capt. N. C. ATLANTIC, Capt. N. C. PACIFIC, Capt. C. C. COAST.

**WEDNESDAY, MAY 8.**—**NEW YORK.**—**PACIFIC.** Capt. N. C. ATLANTIC, Capt. N. C. PACIFIC, Capt. C. C. COAST.

**TUESDAY, MAY 7.**—**NEW YORK.**—**PACIFIC.** Capt. N. C. ATLANTIC, Capt. N. C. PACIFIC, Capt. C. C. COAST.

**MONDAY, MAY 6.**—**NEW YORK.**—**PACIFIC.** Capt. N. C. ATLANTIC, Capt. N. C. PACIFIC, Capt. C. C. COAST.

**SUNDAY, MAY 5.**—**NEW YORK.**—**PACIFIC.** Capt. N. C. ATLANTIC, Capt. N. C. PACIFIC, Capt. C. C. COAST.

**FRIDAY, MAY 4.**—**NEW YORK.**—**PACIFIC.** Capt. N. C. ATLANTIC, Capt. N. C. PACIFIC, Capt. C. C. COAST.

**THURSDAY, MAY 3.**—**NEW YORK.**—**PACIFIC.** Capt. N. C. ATLANTIC, Capt. N. C. PACIFIC, Capt. C. C. COAST.

**WEDNESDAY, MAY 2.**—**NEW YORK.**—**PACIFIC.** Capt. N. C. ATLANTIC, Capt. N. C. PACIFIC, Capt. C. C. COAST.

**TUESDAY, MAY 1.**—**NEW YORK.**—**PACIFIC.** Capt. N. C. ATLANTIC, Capt. N. C. PACIFIC, Capt. C. C. COAST.

**MONDAY, MAY 7.**—**NEW YORK.**—**PACIFIC.** Capt. N. C. ATLANTIC, Capt. N. C. PACIFIC, Capt. C. C. COAST.

**SUNDAY, MAY 6.**—**NEW YORK.**—**PACIFIC.** Capt. N. C. ATLANTIC, Capt. N. C. PACIFIC, Capt. C. C. COAST.

**FRIDAY, MAY 5.**—**NEW YORK.**—**PACIFIC.** Capt. N. C. ATLANTIC, Capt. N. C. PACIFIC, Capt. C. C. COAST.

**THURSDAY, MAY 4.**—**NEW YORK.**—**PACIFIC.** Capt. N. C. ATLANTIC, Capt. N. C. PACIFIC, Capt. C. C. COAST.

**WEDNESDAY, MAY 3.**—**NEW YORK.**—**PACIFIC.** Capt. N. C. ATLANTIC, Capt. N. C. PACIFIC, Capt. C. C. COAST.

**TUESDAY, MAY 2.**—**NEW YORK.**—**PACIFIC.** Capt. N. C. ATLANTIC, Capt. N. C. PACIFIC, Capt. C. C. COAST.

**MONDAY, MAY 1.**—**NEW YORK.**—**PACIFIC.** Capt. N. C. ATLANTIC, Capt. N. C. PACIFIC, Capt. C. C. COAST.

**SUNDAY, MAY 3.**—**NEW YORK.**—**PACIFIC.** Capt. N. C. ATLANTIC, Capt. N. C. PACIFIC, Capt. C. C. COAST.

**FRIDAY, MAY 2.**—**NEW YORK.**—**PACIFIC.** Capt. N. C. ATLANTIC, Capt. N. C. PACIFIC, Capt. C. C. COAST.

**THURSDAY, MAY 1.**—**NEW YORK.**—**PACIFIC.** Capt. N. C. ATLANTIC, Capt. N. C. PACIFIC, Capt. C. C. COAST.

**WEDNESDAY, MAY 30.**—**NEW YORK.**—<